

# Shipowners Ask Price Decrease On Vessels Sold

Urge Board to Readjust All Contracts at High Figure; Committee to Report Soon on Hague Shipping Rules

By a unanimous vote, the American Steamship Owners' Association yesterday, on a motion of President Frank C. Munson, of the Munson Line, favored a readjustment and reduction of prices on all vessels sold by the Shipping Board at high war and post-war rates. The action of the shipowners will be communicated at once to the board in Washington. H. H. Raymond, president of the association, presided at the meeting at 11 Broadway, which was attended by representatives of most of the American steamship companies.

The attitude of the owners on this subject will be stated at the meeting next week of the new American Merchant Marine Joint Committee, which also includes builders and operators. The Shipping Board will hold a hearing on ship chartering prices in Washington on November 8.

The Hague Rules on Shipping, providing a uniform international bill of lading, was discussed yesterday. A committee was appointed by President Raymond to recommend a policy to the association. This includes J. Parker H. Jones, general manager of the association; W. Averell Harriman, chairman of the board of the United American Lines; P. A. S. Franklin, president of the International Mercantile Marine Company; Alfred Gilbert Smith, president of the New York & Cuba Mail Steamship Company, and Edgar F. Luckenbach, president of the American Steamship Company. It is expected that a decision will be reached speedily, and the result made known to the International Conference of Shipowners in London on November 23, which will consider the Hague rules.

The shipowners by a unanimous vote approved the proposed plan for a substantial increase in the budget, to cover new activities. An amendment to the articles of the association, which was adopted, provides that the annual subscription of members shall be on the basis of 3½ cents per gross registered ton, paid by companies on the Atlantic and Gulf coasts, with a maximum of \$3,000 and a minimum of \$250, and a fixed charge of \$250 for the Pacific Coast.

The association went on record as approving co-operation and support for the new officers and engineers in their new associations and will pass finally upon the matter when further details are presented. This will be considered by a committee consisting of Alfred G. Smith, Ernest M. Ball, president of the A. H. Bull Company, and J. L. Luckenbach, of the Luckenbach Steamship Company.

Representatives of the executives of all steamship companies were asked this week to questionnaire on constructive national policies for the permanent rehabilitation of American shipping.

## Manson Defends Charges Before Shipping Board

Charges made by a number of steamship men against P. H. Manson, which the latter asserts have prejudiced the Shipping Board agents who were situated in New York, Boston, and Cincinnati, George Chamberlain, Commissioner General, Chamberlain, Co., and C. Plummer, a feature of the hearing was the refusal of several ship owners to testify on the ground that suits for libel were now pending in the courts. Among these were H. H. Raymond, president of the American Steamship Owners' Association; C. D. Mallory, of the Mallor Line; E. J. McCormack, of Moore & McCormack, and F. C. Curtis, of the White Star Line.

Mr. Manson and his witnesses read into the record a number of letters written by the ship owners which he said damaged his reputation with the board to such an extent that he has been unable to obtain allocation of vessels. The hearing was requested by Mr. Manson to give him an opportunity to tell the whole story.

Following the refusal of the steamship men upon the advice of counsel, to testify, the commissioners allowed Mr. Manson to complete his evidence. The hearing was then adjourned until next Monday, at the offices of the trustees of the Emergency Fleet Corporation in Washington. Meanwhile, attorneys for Manson will look into the legal situation to determine whether the ship owners are bound to speak.

Witnesses appearing yesterday for Manson were Charles O'Brien, Major Philip Benito, and Daniel Munson, all lawyers. He was also represented by his personal attorney, J. Schwartzkopf.

## Navy Orders

From The Tribune's Washington Bureau  
WASHINGTON, Oct. 26.—Navy orders issued today:

Buchanan, Capt. A. to Newport.  
Farr, Lt. Com. to Pensacola, Fla.  
Ladd, Lt. Com. to Panama Canal.  
McMillin, Lt. Com. G. J. to U. S. S. Con-

necticut, Lt. Com. F. B. to U. S. S. Ar-

izona, Lt. G. W. to home.

Wool, Lt. W. E. to U. S. S. Great North-

ern, Lt. (j.g.) H. B. to Hampton Roads.

Davis, Lt. (j.g.) H. B. to U. S. S. Hen-

shaw.

Brooks, Lt. (j.g.) E. G. to U. S.

Gates, Lt. (j.g.) A. O. to U. S.

Goode, Lt. (j.g.) W. B. to Hampton Roads.

Townsend, Ensign R. J. to U. S. S. Delos.

Holmstrom, C. E. to Pacific Fleet.

McGinnis, Lt. (j.g.) W. B. to Hampton Roads.

Trebley, Lt. Com. C. E. to Dover.

Barker, Lt. Com. J. C. to Squadron 10.

Gill, Lt. Com. J. C. to Squadron 10.

Hill, Lt. Com. C. to Hampton Roads.

Moffit, Lt. W. P. to U. S. S. Great North-

ern.

Patterson, Lt. (j.g.) P. F. to Washington.

Father, Lt. (j.g.) W. E. to Atlantic Fleet.

Father, Lt. (j.g.) E. to Pensacola, Fla.

Walters, Gun. W. D. to U. S. Buffalo.

Lindquist, Gun. W. A. to Philadelphia.

Minors, Gun. W. A. to San Francisco.

Parker, Gun. J. resigned.

Burch, Mach. J. to San Francisco.

Cook, Mach. J. to New York.

Whitmore, Ch. Pharm. C. F. to Quantico.

Duncan, Pharm. F. C. to Quantico.

Duncan, Pharm. F. C. resigned.

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